

AMENDMENT TO THE CLAIMS

1. (Withdrawn) The vehicle according to claim 14 wherein said roof includes at least a rear cross beam that is connected to pivotable arms which are at least pivotally attached to the body, wherein said plurality of closure elements, when in the open position, form a unit with said rear cross beam, the unit being pivotable by means of said arms between an operative position at the roof and an inoperative position in the trunk of the vehicle.
2. (Withdrawn) The vehicle according to claim 1, wherein the unit is positioned at the bottom of the trunk when in the inoperative position.
3. (Withdrawn) The vehicle according to claim 2, wherein the trunk comprises a bottom hatch below which the unit is positioned upside down in the inoperative position.
4. (Withdrawn) The vehicle according to claim 1, wherein the vehicle has a rear window which can be opened for enabling the pivoting movement of the unit.
5. (Withdrawn) The vehicle according to claim 4, wherein the vehicle has a trunk lid to which the rear window is slidably attached, said trunk lid being movably connected to the body on its lower side.
6. (Withdrawn) The vehicle according to claim 1, wherein the roof assembly includes at least two slidable closure elements lying one behind the other in the closed position of the roof assembly and lying substantially one above the other in the open position.
7. (Withdrawn) The vehicle according to claim 1, wherein the roof assembly includes a rear fixed panel below which the at least one closure element is positioned in the open position of the roof assembly.

8. (Withdrawn) The vehicle preferably according to claim 7, wherein the fixed panel is the upper part of a cassette, which is attached to the rear cross beam, said cassette comprising said at least one common longitudinal guide track extending at least along a side of the cassette and along the roof opening.

9. (Withdrawn) The vehicle according to claim 8, wherein the plurality of closure elements are guided in said common longitudinal guide track by means of slide shoes, the cassette including storage tracks opening into the guide track from below in order to accommodate the slides of the plurality of closure elements so as to stack the closure elements one above the other in their open position.

10. (Withdrawn) The vehicle according to claim 9, wherein the plurality of closure elements have front and rear slide shoes, a front portion of the longitudinal guide track extending at a higher level than a rear portion thereof, the rear portion of the longitudinal guide track having an upper side branch to accommodate the rear slide shoe of a rear closure of the plurality of closure elements in the closed position of the roof assembly, while all other slide shoes are in the higher front portion of the guide track, the front and rear slide shoes are differently shaped in order to co-operate with parts of the guide track to create different paths for the rear and front slide shoes in the guide track, wherein the slide shoes include projections of different lateral lengths engaging in corresponding grooves in the longitudinal guide track.

11. (Withdrawn) The vehicle according to claim 9, wherein a front closure element of the plurality of closure elements is operatively connected to a drive, and wherein the plurality of closure elements are connected to each other through disconnectable connecting members, which are constructed such that they disconnect before they are stacked in the open position, and they connect again when they are returned to the closed position, wherein the connecting members are adapted such that they only act when there is exerted a pulling force on each of the closure elements, while each of the closure elements are provided with separate pushing surfaces acting

to push a preceding closure element when a pushing force is exerted on a following closure element.

12. (Withdrawn) The vehicle according to claim 9, wherein each of the closure elements are provided with guide elements on their side edges in order to allow a preceding closure element to come into sliding engagement with a following closure element when they are positioned one above the other near their open position.

13. (Withdrawn) The vehicle according to claim 1, wherein the rear cross beam, when in its operative position, is sealed with respect to side beams of the roof by seals, said pivotable arms being provided with a mechanism to lift the rear cross beam from its seals before or when it is moved to its inoperative position, wherein a drive for the closure elements is positioned near the rear cross beam.

14. (Currently Amended) A vehicle having a body including at least a trunk and a fixed roof panel, and having a roof assembly for opening an opening in said roof, comprising a plurality of closure elements, said closure elements are at least movable between a closed position for closing the roof opening, and an open, rearwardly displaced position substantially below the fixed roof panel, wherein the roof assembly further comprises at least one common longitudinal guide track extending at least below each side of the fixed roof panel and along the roof opening, said closure elements being guided by said longitudinal guide track by means of slide shoes, said guide track including storage tracks opening into the guide track from below in order to accommodate ~~the slides~~ slide shoes of the closure elements so as to stack the closure elements one above the other in their open position below the fixed roof panel, the closure elements having side sections, the side sections of two adjacent closure elements being in sliding engagement with each other when these adjacent closure elements are in a stacked position.

15. (Previously Presented) The vehicle according to claim 14, wherein the closure elements have front and rear slide shoes, a front portion of the longitudinal guide track extending at a higher level than a rear portion thereof, the rear portion of the longitudinal guide track having an upper side branch to accommodate the rear slide shoe of the rear closure in the closed position of the roof assembly, while all other slide shoes are in the higher front portion of the guide track, the front and rear slide shoes being differently shaped in order to co-operate with parts of the guide track to create different paths for the rear and front slide shoes in the guide track.

16. (Previously Presented) The vehicle according to claim 14, wherein one front closure element is operatively connected to a drive and wherein the closure elements are connected to each other through disconnectable connecting members, which are constructed such that they disconnect the closure elements before they are stacked in the open position, and they connect the closure elements again when they are returned to the closed position, wherein the connecting members are adapted such that they only act when there is exerted a pulling force on the closure elements, while the closure elements are provided with separate pushing surfaces acting to push a preceding closure element when a pushing force is exerted on the closure elements.

17. (Withdrawn and Currently Amended) ~~The roof assembly for use in the~~ vehicle according to Claim 1 wherein the roof assembly comprises a cassette.

18. (Currently Amended) A roof assembly for use in ~~the vehicle according to Claim 14~~ a vehicle having a fixed roof with an opening wherein the roof assembly comprises a plurality of closure elements, said closure elements are at least movable between a closed position for closing the roof opening, and an open, rearwardly displaced position substantially below a fixed roof panel of a vehicle, wherein the roof assembly further comprises at least one common longitudinal guide track extending at least along each side of the closure elements for a length sufficient to close the roof opening with the closure elements, said closure elements being guided by said longitudinal guide track by means of slide shoes, said guide track including storage tracks opening into the

guide track from below in order to accommodate slide shoes of the closure elements so as to stack the closure elements one above the other in their open position, the closure elements having side sections, the side sections of two adjacent closure elements being in sliding engagement with each other when these adjacent closure elements are in a stacked position.

19. (New) The roof assembly according to claim 18, wherein the closure elements have front and rear slide shoes, a front portion of the longitudinal guide track extending at a higher level than a rear portion thereof, the rear portion of the longitudinal guide track having an upper side branch to accommodate the rear slide shoe of the rear closure in the closed position of the roof assembly, while all other slide shoes are in the higher front portion of the guide track, the front and rear slide shoes being differently shaped in order to co-operate with parts of the guide track to create different paths for the rear and front slide shoes in the guide track.

20. (New) The roof assembly according to claim 18, wherein one front closure element is operatively connected to a drive and wherein the closure elements are connected to each other through disconnectable connecting members, which are constructed such that they disconnect the closure elements before they are stacked in the open position, and they connect the closure elements again when they are returned to the closed position, wherein the connecting members are adapted such that they only act when there is exerted a pulling force on the closure elements, while the closure elements are provided with separate pushing surfaces acting to push a preceding closure element when a pushing force is exerted on the closure elements.